

ON
TRACK
OFF
ROAD



LATEST MX-V DESIGNS FROM



INTRODUCING



SCRATCH

TIP



Rounder, Smoother & Stronger Shell
R75
SHAPE

Sizes: XS, S, M, L, XL Find out more at www.araihelmet.eu | www.apico.co.uk/arai

AND THE BRAND NEW



TECHNO

YEARS OF EXPERIENCE FOR THE ULTIMATE OFF ROAD HELMET

The brand new MX-V evolved from the much loved VX-3 model. Years of experience can be found in this ultimate off road helmet. The perfect choice for MX, enduro and off road use. Just as found in every Arai helmet, the basic and simple organic shell shape is based on the R75 Shape concept. The absence of exaggerated edges or protrusions on the shell is not a lack of creativity, but a commitment to maintaining the integrity of the shell with real world impact performance.

DISTRIBUTED BY



apico.co.uk



Spinning all the way to France...

Justin Barcia holds onto the JGR YZ450F...and will have had plenty of riding time after the recent Monster Energy Cup to get acquainted with the Yamaha further for supercross. Another test lies in store this weekend when the former AMA Champ will be out to defend his Bercy/Lille crown in front of the French public

Photo by Simon Cudby



AMA-MX





MotoGP

All in the genes...

It has only taken the full sixty-six years of the FIM road racing world championship for a pair of brothers to come along and make hay. Marc and Alex capped a truly immense couple of seasons for the family from Cervera with a momentous milestone at Valencia last weekend

Photo by Martin Heath www.martinheathphoto.com







O MX

Orange that stays on the tree...

Jeffrey Herlings will be winning more races for KTM for the next three seasons after his recent contract extension with the Austrians. It was a significant move by the Red Bull team to secure the outstanding off-road talent this side of the Atlantic. Seeing the Dutchman attack the sand has to be on the list of any motorcycle racing fan in 2015

Photo by Ray Archer





*Marc Coma: 6-Time Rally world champion
4-time Dakar Rally winner*

Photo: Judith Tomaselli



ride100

Marc



@ride100percent
www.ride100percent.com



MotoGP



BROTHERS & ARMS

By Adam Wheeler

Photos by Martin Heath

THE MOTOGP BOYS PLAYED SECOND FIDDLE TO MOTO3 BOTH IN TERMS OF IMPACT AND WEIGHT OF RESULTS AT THE SEASON-CLOSER IN VALENCIA. THE PACKED HOARDS OF THE STADIUM SEATING AROUND THE RICARDO TORMO WERE WITNESS TO DRAMA AND UNEXPECTED EVENTS: A MILESTONE FOR RACING SIBLINGS WITH A RECORD BREAKING THIRTEENTH FOR THE ELDER BROTHER, JORGE LORENZO'S GAMBLE AND SUBMISSION, ESTEVE RABAT'S FUEL ISSUE, TROUBLESOME CLOUDS AND OF COURSE MORE PAINT-SCRAPING IN THE JUNIOR CLASS...



GP World Champions



PLAY

Citizens of Catalunya queued in various hotspots in towns throughout the country last Sunday for a hotly disputed 'vote' on the status of independence from central Spain. Deep in the neighbouring Valencian Community, around the tight curves and winding nature of the Ricardo Tormo circuit – a layout that Monster Energy Tech3 Yamaha's Bradley Smith described as a "go-kart track" after recent pacey encounters in Australia and Malaysia – Catalans stamped an 'X' across MotoGP for the second year in a row.

The post-race 'champions' photo with Marc and Alex Marquez and Esteve Rabat on the grid less than an hour after the asphalt had cooled from MotoGP tyre rubber hoisted the small nation as the fastest in motorcycling once more; Pol Espargaro and Maverick Viñales from 2013 being replaced by the new incumbents. Unusually, but understandably the Marquez brothers were joined by parents Julia and Roser for the popular pic and for one of the most astonishing family impacts on international sport at the highest level.



MotoGP had arrived at Valencia with another pressure cooker situation. Twelve months previously there was tension in Moto3 and MotoGP and instead of one Marquez 'exhalation' and celebration on this occasion there would eventually be two. Alex, owner of ten podiums (five from the previous six rounds) and three wins in 2014, insisted on Thursday that the title would be won on his part through "fair

play" in reference to some of the hard racing that had taken place in the category in the weeks beforehand.

Red Bull KTM's Jack Miller, a rider who took his first win (it would be six in total) and rostrum finishes in 2014, lamented mistakes in Aragon and Assen for his eleven point deficit in the standings. Although the Australian would ride superbly to eclipse a sterling performance from Calvo KTM's Isaac Viñales he would concede a crown that many were convinced would be his from the opening half of the season.

Miller entered the post-race press conference in Valencia and sat down at the table. He grabbed a nearby results sheet and gave a look of disbelief and disgust, muttering just out of earshot "two points" before tossing the paper down. The MotoGP-bound racer could barely contain his disappointment but had a bloody good try. "I'm not complaining because I'm not a bitch. This is racing and we're fighting for a championship. There is no point crying about it now."

Moto3 had been bruising and almost unbearable for the entire 24 laps of what was the seventh title decider at Valencia since it moved to its customary curtain-closing role in 2002. Miller tried to make the break in the first three laps but was sucked into the melee as Saxo-Print RTG Honda's Efren Vazquez, Viñales, Estrella Galicia Honda's Alex Rins, Junior Team GO&FUN KTM's Niccolò Antonelli, Marquez and Red Bull Husqvarna Ajo's Danny Kent surged to the front of a vast pack. There were more overtaking moves than could be counted. And contact of course, with Rins, Marquez and Miller making their presence felt.

It took a superhuman pair of laps from the Red Bull KTM man to catch Viñales ("I pushed my ass-off and left nothing on the table") but when Kent's rear wheel momentarily let go in his close pursuit of Marquez for third place with two corners remaining, the Honda rider had the third position that secured the first brotherly 'bonus' in the 66 year of Grand Prix.



"I did not panic," said Marquez, who had handled the furore over the weekend and through the rivalry with Miller with maturity and confidence far beyond his eighteen years. "It was difficult and hard but I kept concentrated and felt great with the bike. If somebody touched me or I had a problem then I tried again to find my feeling from practice. I pushed so hard in the final two laps to make the gap over Danny and then to the limit on the last."

"When I crossed the line it took a couple of seconds to sink in whether I had won or not."

I saw all the team celebrating and went into a small period of shock," he added after revelling with a cowboy styled shootout; an apt theme to cap-off a riveting and frenetic championship.

It was hard for Moto2 and MotoGP to follow in terms of spectacle as the temperature hovered at its lowest since the beginning of the meeting. Rebellious clouds imposed themselves over the circuit to interrupt the blue above. Marc Marquez admitted after the race that he had still be partying with his family with just twenty minutes to go before he had to be on the MotoGP grid but his focussed expression on the line might have had more to do with the changing state of the weather and the prospect of having to pit for the wet-set RCV thank for the last outing of eighteen this year.

Moto2 had already taken place and Maverick Viñales swiftly removed himself from Mika Kallio's good favour with a mistake that punted the Finn into the gravel trap. Kallio flipped the former champion and winner in Sepang a finger in response but should have made it a two-digit salute as the incident at least confirmed his runner-up status in the class that the Marc VDS team (newly backed by the Estrella Galicia beverage for 2015) have dominated this season.

New number one, Tito Rabat, set the pace from Thomas Luthi but his bizarre lapse of speed out of the final corner and towards the finish line gave the Swiss a remarkable

gift of a victory. Luthi even gestured with his arms apart on the slow down lap as if to say 'what the hell happened?' He did not need any incentive to claim his second chequered flag of the year by tenth of a second. Rabat meanwhile missed out on his eighth top step of the campaign due to a fuel pump issue that caused the bike to bog at a crucial moment.

Also starved of substance was Yamaha Movistar's Jorge Lorenzo. The former champion would only last 24 laps of the thirty after a gamble in opting to switch bikes proved disastrous. He was already several seconds and a mile from that pace being set by Pramac Racing's Andrea Iannone, Marquez and Rossi in the opening laps and before the rain started to lightly drop with infrequency over a fifteen minute spell. "I didn't have confidence," he explained. "I didn't know if the next corner would have more water than the previous lap. I almost crashed a few times. The water did not fall fast enough to have a good race. There was a moment when it stopped and I could do a 31.7 or 31.8 but not with the same feeling as practice. If I stayed on the track then I would have finished maximum third or fourth place and it would not have been enough because Marquez was already three or four seconds ahead. I went into the pit to play the last card. If it had been raining more then I would have had the chance to win. To finish fifth or sixth would have been like not finishing the race... on this occasion." It was a drab way to end the year and a rack of Grands Prix where the Majorcan had totalled nine podiums in a row.

Rossi deservedly finished second for his best championship result since 2009. He kept adrift of Marquez once the champion – with a striking gold Shoei – had begun to check out and chase a record 13th win of the year and his second on the bounce. It was not easy for the Italian though. "Today the conditions were very difficult and dangerous; the worst for a rider because you could crash in every corner and it was very easy to make a mistake," he said. "I had a good setting and wasn't so far from Marc."





Marquez also took note of the conditions and was wary of his misjudgement from Aragon. "I thought about Aragon," he admitted. "Especially mid-race when I was leading. I had some doubts about changing the bike and finally I stayed out as there were only three or four wet corners. I had signalled to the team and it was wet...but not *really* wet. We chose the best strategy today whereas in Aragon we were wrong. It can go like this."

Dani Pedrosa was a distant third but admitted a feeling of relief after DNFs at Phillip Island and Sepang. A war between the works Ducatis and incessant team-mates Andrea Dovizioso and Cal Crutchlow was won by the former for fourth place. It was a fitting end to the Italian marque's recovery this year as the book closed on a rough period for the brand and factory team. A new era begins with a fresh Desmosedici but won't fire into life until February 2015.

On Monday morning Suzuki doubled their garage and crew size to start work with Aleix Espargaro and Maverick Viñales but there was concern among the blue collective that the same technical gremlins that had plagued Randy De Puniet's MotoGP swansong (he retired after twelve laps with a gearbox shifting problem) would not be clear for their initial work for 2015. The GSX-RR was also down on top speed, so the first laps for the new riders would be shakedown runs in the loosest sense. Like Ducati, Suzuki will have to be judged at Sepang the next time MotoGP comes to life. Aprilia was welcomed back to the paddock as VDS also chimed a factory RCV for Scott Redding (again the first Open Honda in the race on Sunday).

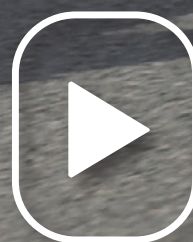
It was astonishing to see the speed and efficiency with which this world dispenses with all the tension and excitement of race day to keep on turning the wheel of racing. The emptiness of the Ricardo Tormo and the 2015 novelties on display early Monday could not have been a swifter cull to all the enjoyment and memories of the 2014 term that had ended only hours before.



A record number of points and Pole Positions for Rabat in Moto2 this year. At last the No.1 comes back to GP for 2015







PLAY

Less than four seconds covered the top seven of Moto3 by the flag but the group had been as large as twelve riders at one point. It was the sixteenth Grand Prix at Valencia and Miller did all he could to make it another memorable one in the lightweight category



A special goodbye and photo gallery dedicated to the ever-popular Colin Edwards





**ALEX
MARQUEZ
WORLD
CHAMPION**





ALEX MARQUEZ

“I think I was quite a ‘potato’ and was slow in motocross when I was small. In the end we had twenty holidays with the family in a year because there were twenty races! We had a good time, family time. What I learned from Marc was to always make the best of a situation and whether it was cycling, being in the gym, motocross or dirt-track to always give 100%. You always have to improve and always want more and this is important for a rider: to have unlimited ambition. I also learned from him to enjoy the races. The year is very long and you have to take the good and the bad and that everything passes by very past.”



movistar

YAMAHA

SEMAKIN
DI DEPAN

BRIDGESTONE

DAINESE

VALENTINO ROSSI

On his 50th pole position on Saturday...

A great surprise. I made a mistake in the second turn and I slowed down. This was important for the state of the rear tyre and I could do another lap. I expected to be at the front but not in Pole Position. Usually in my career I prefer the race and I won more than the number of Pole Position. It's great because Valencia is normally very difficult for me.

On annoying Jorge Lorenzo by grabbing a tow...

Sincerely, I was lucky to be in the right place and I'm happy that he is a bit nervous! This happened a minimum of one hundred times to me [in the past]; sometimes it is good to be in the good place especially with this practice of fifteen minutes because it is very strategic. I think Jorge is in great shape and has a bit better pace than me for tomorrow. To try and fight and stay with him I need to make another step.

On his struggles during the race...

I had a good setting and wasn't so far from Marc. I felt good with the bike and thought I could stay with him but we had a problem with the right side of the tyre that we knew about already from practice. In these temperatures and track conditions the tyre suffers a lot. I lost a lot to Marc on the right corners. Anyway I enjoyed the race.

On dealing with the wet...

I was thinking a lot to come in [and change bike] but the weather had been like that since warm-up in the morning. Sometimes it was very crazy; a lot of water on the visor and with the slick tyre at 200kph. You only hoped it was the right choice.

On finishing the year second in the championship...

Just before the flag in Qatar I was happy for the race and I thought I could be competitive

for the whole season but I also thought 'f**k, maybe it will be difficult with him [Marc Marquez]' and in the end I was right, you know? A lot of points and podiums but only two victories and we have to make a step to be closer.

On making the next step for 2015...

With Silvano [Galbusera, crew chief] we will have one more year of experience and of MotoGP. I think we can improve our way to work and will have more data for the setting. About me...entering the corner Marc uses the bike in a very different way and can do it faster. We can work on the bike [to get this also]. It is so strong, competitive and accelerates a lot [but] we suffer a lot when the tyre [performance] goes down because we lose a bit of turning and we are not as good as the Hondas. This is where we need to improve but it will not be easy.

On the prospect of facing two Marquez's in the future...

Alex demonstrated this year that he isn't there just because he is Marc's brother. I'm a good friend of [Jack] Miller but in the last races I have liked the young Marquez a lot. The situation was very hot but he kept quiet. Jack was strong but he [Alex] kept in the battle and was always calm. He did what he had to do. In the future he will be another strong opponent and I hope I will still be in MotoGP when he comes!



MARC MARQUEZ

On his pre-race thoughts for Alex...

Understandably I'm a bit more nervous than usual. We'll see how it is going and whether I watch it in the pit box or somewhere quieter! I see that Alex is quite relaxed however and focussed. He's trying to treat the weekend like a normal race and he made a good lap time by himself today [Saturday]. I hope he can make a good start, and then Moto3 is always a lottery and I hope he will get through it in the best way possible. There are many riders who can get in the way. In the end he has to concentrate on Miller but more on his own race rather than any other [rider].

On his view of a record 13th win in one season...

Every Sunday the aim is to fight for the win. Sometimes you can get it but the mentality is to always try for it. Breaking a record is another form of motivation but it is not something that I want to obsess over because it is a 'record' that doesn't have too much comparison; there was never the same amount of races. Doohan won the same but had fewer races to do it. The record does not merit huge importance.

On his feeling Sunday afternoon...

Today was a beautiful day for me, for my family and for the team. Twenty minutes before my race I was still celebrating with my brother! To finish the season with victory in such a difficult race – like Aragon – was important. It was an incredible feeling when we did the champions picture because it was like we were going training. I'm really happy for my brother but also Tito because he is like another member of the family. They will be team-mate next year but in different situations. It will be good because we don't need to change our planning! We have to enjoy this 2014 because it will be difficult – maybe impossible – to repeat along with my brother. I want to say thanks to Honda because they have given me a free day [on Monday]! We have to celebrate and then Tuesday and Wednesday will be back to work.

On his brother's achievement...

I'm happier for my brother than for my race win but I think this is normal. He is growing [maturing] a lot and some people think he has an advantage by being my brother but I think it is the opposite. He feels more pressure, and everybody is looking at him. Today it [the pressure] was really high because everyone was reminding him that Tito and I had won. It is important that he is doing his own career. He already has one championship so I am really happy for him. It is possible we will one day be in the same category. Why not? Maybe even in the same team. You never know. If you want to arrive in MotoGP then you need to demonstrate the level [to be there]. Next year he needs to learn and the first year in Moto2 is always difficult. He is on the same path as me and took the title in just his second season in Moto3 but I took mine in my third.

On racing together as kids...

We went [to the races] together as a family. My Mum would be there preparing a breakfast... What was it? Honestly, at that time, probably cakes, doughnuts and chocolate milk! We were 'team-mates'. I was always in front because I was bigger but we kept together.







JORGE LORENZO

On an inconsistent 2014...

In general it has been a strange season. If you analyse from Sachsenring up until this race then it has been one of my best periods [nine consecutive podiums with two victories] in MotoGP. Probably not the best because in 2010 I finished nearly all on the podium, but one of the best. If you analyse from Qatar to Sachsenring - and then this race - then it has been difficult.

On his views regarding wet races...

In my personal opinion when the rain starts we should not be riding on slicks. It was in Japan I think. We were in the safety commission and I said my feelings. Obviously the television rights are important and you cannot delay the race so much, especially at some tracks. The safety of the riders is paramount. My idea is that when the white flags are shown to say we can go into the pits then we should be obliged to go in or to enter in one or two laps. The idea was not good enough for most of the people in that room.





apine

apinestars

Redding

GESTONE

WIPAC

GO

MRN

SCOTT REDDING

On the race...

I started the race with a seven-lap old front tyre and the soft rear. That one dropped off so the rain coming helped that a little bit. I took advantage of that and got stuck in with the other guys. I did not hesitate. When it started to dry out then the horsepower came into play. Every time I passed Bradley I just felt 'hated' because he passed me back so aggressively. I thought 'alright, fine' I went back at him and then he kinda gave up so I don't know if he was struggling. It was nice to have a battle with him; it's been a long time and I came out on top for once.

On the risk of the damp...

Turn eight was wet. Twelve and thirteen up the hill wasn't but the last corner was, so to make time was quite sketchy because you didn't know whether it would be wet or dry. It was difficult because of that. Anyway I didn't have much to think about apart from being the first Open Honda and I had many seconds on those guys. I kept putting the hammer down and taking the risks.

On a 'long race'...

It went on forever. I wasn't looking at my pitboard because it was close to the braking [zone for the first corner] and on my dash it kept saying '29 laps'. So I thought 'this is the finish', then I'd come by and no flag. Second lap the same, third lap again. When we start the race we have to count 32...! So I f**ked that up a bit.

On scraping his head on the floor...

I managed to touch my head down today. [I was] just f**cking about. It was on turn eleven with a lot of lean angle. I tried the other day, and managed to do it in the race. It was only a touch, a little trademark. I enjoyed myself all weekend.

ROSSI'S YEAR

In Thursday's pre-event press conference the likes of Marc Marquez, Jorge Lorenzo, Pol Espargaro, Stefan Bradl and Randy De Puniet were asked their opinion's of Valentino Rossi's 2014 season that would eventually end with thirteen podiums, and two wins to take the Italian up to 196 and 108 for his career...

Marquez: It is incredible. OK being thirty-five is one thing but the other is to come from two-three years in Ducati that was not so good and to come back to Yamaha. The first year he struggled a bit but [what he has done in 2014] shows how strong he is as a rider. In Malaysia, with thirty five degrees on the track, he was pushing me until the last three laps. I respect him a lot. I would like to be like him in the future but it will be really difficult!

Lorenzo: Valentino's season has unbelievable merit especially, as Marc says, after three years not so good. He improved his riding and stayed in the box a lot more hours working on the bike and the setting. When you have a strong team-mate you have to believe in yourself and try to beat the other guy. Some riders in the past when they have a strong team-mate get worse and worse but Valentino made the opposite and got better and better. For me it is now very hard to beat him!

Espargaro: I liked how he changed his style and with the way the bikes and electronics are moving. It is really difficult [to do that]. If you see the races from ten years ago then it is a completely different style, engines, electronics systems and everything. He has adapted [to the young way]. I would also like to be having his results when I am thirty-five years old!

Bradl: I think [to have had] all of his life in motorsport is impressive. He is ten-eleven years older than me and still so fast. A lot of respect for that. To be at the highest level like that is incredible. Before I came to Grand Prix I was a big fan...not any more! But I still respect his achievements.

De Puniet: His career is not finished. He wants to fight again to be world champion next year. I'm not in the same situation but I am only two years younger and I know what it feels like to have two or three difficult seasons. He came back to the top level.





TEAM ORDERS

At the same Thursday press conference the riders were asked their opinions on team orders with particular reference to the World Superbike finale the previous week in Qatar and the subsequent clash on social media between warring ex-team-mates Loris Baz and Tom Sykes. Their words also had a hanging relevance on what would happen between the KTM and Honda collectives in Moto3 that weekend...

Marquez: I was at home on the sofa watching the [SBK] race. Some people agree with team orders, other people don't. In the end when there is one factory behind one project and with one goal sometimes we need to respect those decisions. It is difficult. We are riders and if you know that you can finish second then you don't want to finish third but if a factory gives you support for two or three years then it is important to respect the decisions of the factory. I think there was a very bad feeling for Kawasaki. It is a factory that invests a lot of money for one thing and just for one bad decision they lose the championship. You never know; maybe in the future I will be in that situation!

Rossi: For me team orders are always very bad, in general. At the end of the championship they can [also] be very important and the difference for a factory that have spent a lot of money. In Superbike it was interesting because



it happened in both teams with Melandri not giving the position to Guintoli and then Baz did the same with Sykes. It depends on their relationship in the team and especially the contracts for next year because if Baz was staying at Kawasaki then for sure he would have given the position.

Lorenzo: In my opinion you are a rider for a factory. This factory believes in you and pays you and this is important. In the future if my team-mate was fighting for a championship then I would help them.

Espargaro: I've been in a similar situation in Moto2 and the relationship with the team-mate is really important. It is basic.

Bradl: It was a very tricky situation but if something similar involved me then I would sit down before the race and have a proper meeting to analyse what might happen. You have to make the decision before[hand]...but we are also riders and during the race you can forget something!

De Puniet: Nobody knew if something was agreed before the race or there was just expectation that Baz must stay behind Sykes. It is clear the relationship was not that good.



MARQUEZ vs MILLER

The build-up between Jack Miller and Alex Marquez started officially with a pre-event press call at Valencia. Calm and restraint were the pervading characteristics in their quotes and approach; a fierce contrast to the racing antics seen in the previous GP in Malaysia. Here is what they both had to say after the Moto3 dispute was settled. Marquez would give Honda their first Moto3 crown but Miller's win would ensure that KTM kept the Constructors crown.

Marquez: I tried to keep either just behind Jack or in first, second or third position. I had a great set-up in the braking points and I kept trying to lead. The situation changed a little bit with contact and with the group being so big. After some touching Isaac got away and Jack went with him. I thought it was the perfect situation to win the title.

Miller: Finally we did what we could today. Twice I had to close a two second gap and push my ass-off. I have to thank the team so much for building me a great bike this weekend to have the speed and the tyre conservation to catch Isaac; he rode a brilliant race and I have to thank him because he was one of the few out there trying to help. A big congratulations to Alex.

Marquez: It has been a long season. We always believed in this project together with Honda and we did it step by step during the year. We lost many points in the first races and I made some mistakes but we kept concentrated and consistent. When you have a factory behind you that has so much experience in motorcycling and resources then every small upgrade you are given accumulates. By the end of the pre-season we knew we had a bike we could improve but was already strong enough to fight with the KTMs.

Miller: I'm not complaining because I'm not a bitch. This is racing and we're fighting for a championship. There is no point crying about it now. We left nothing on the table. I did my best and we won. Tomorrow I started a new chapter of my life and I am so excited about that. Even today when I've been feeling a bit down it is something to smile about.

Marquez: KTM have had team-orders for a couple of races.

Miller: It was difficult to say [who was helping him] because Danny will also be working for Honda next year. Antonelli was helping a little bit and it was really nice of them to support even though they change manufacturers. KTM had words with most of their riders but with the changes we don't really know who really was helping.

Marquez: All the fans helped me to keep focussed and it was incredible to win the title here in Valencia.

Miller: I imagined he would be [behind]. It was the second time I had to close a big gap. Rins stuck it up the inside of me and touched my bike and then some confusion came. Isaac got away quite a bit. I thought I might lose a world title so I gave it 120%. Finally it was not quite enough. Alex managed to get away from the group, which was a bit of a shame.

Marquez: I think Japan was my best race and I kept my concentration among many riders and many times on the limit. The worst was probably Austin because of a mistake on the last lap. To win in Montmelo (Catalunya) was important for moral and for the team and for all to see we were in the right way. I always tried to keep a gap and never criticised anyone. I wanted to work. The important thing is that everybody that I needed to trust in me did.

Miller: I made other mistakes. Like at Assen where I showed good speed all weekend and then lost the front. The most recent was at Aragon...after that we had flawless races.

Marquez: It is like a dream for us [both brothers] to win a title in the same year and I must say 'thank you' [to Marc] because he helped me. He also stressed me out a few times! Sometimes in the nights I'd say: "I'm going to sleep Marc, tomorrow we can talk!". He always said "you have to enjoy it" and this weekend he helped me a lot. Together with Emilio [Alzamora, Manager] I had a lot of advice and support. We talked about strategy but it was clear that there was no script for this weekend. We saw that we would be strong [on Friday] and that helped us all to calm down and it ended up going to the letter.

Miller: Finally we can be happy. Last year we were seventh in the championship without a podium and this year I had the most victories, most pole positions and finished second. It is not so bad and I cannot thank anybody more than the team and their partners, KTM, Red Bull and Ajo Motorsports for putting me in a position to be able to jump into MotoGP.

Marquez: I go to Jerez on Wednesday, Thursday and Friday to try the new bike with the team [Marc VDS]. We'll enjoy this title because we deserve it and then go to work with a very strong team in Moto2.

Miller: [the plan is] Don't get too drunk tonight and try to make it on time [for the test]! I got my mother to go to the shop to buy many new pairs of underwear because I think I will need them.



CONGRATULATIONS TO THE BMW M AWARD WINNER 2014. MARC MÁRQUEZ.

WARD
LIFIER MotoGP™
M-SAFETYCAR.COM

	POINTS
MÁRQUEZ	338
ROSÁ	267
ENZO	258
VIZOSO	253
MI	209
ARGARO	179
NONE	179
ADL	164
TH	156
ARGARO	149

FTER 180P 18 QUALIFYING



Dorna

MARQUEZ'S LATEST DRIVEAWAY

A busy Saturday for the world champion. Márquez had hit the ground twice in practice and qualification. The second time when he made a mistake touching the front brake trailing his finger back onto the throttle as he tipped into turn three. In the afternoon '93' was surrounded by fans and BMW staff as former rider Alex Hofmann presented the Catalan with a BMW M4 Coupé as the 2014 qualification award; his second car in a row in recognition of his 13 pole positions (22 in two years of MotoGP).

BMW M's Thomas Schemera said that MotoGP (with whom the German brand will celebrate twenty years of partnership as 2019 comes around) is a "perfect platform to showcase their latest products" with reference to the manufacturer's role in providing the safety car and official shuttle vehicles. The Coupé nudges 431hp and 0-100 in 4.1 seconds.

Hofmann joked that the M4 was sportier than the M6 Márquez had won in 2013 and that the previous car would be a suitable gift for the champion's father. The Honda man said: "It gives you special motivation to get something like this at the end of the season. It looks better than the M6 and I think there might be a fight in my house because my brother has just done his licence!" Only two other riders have won the BMW award twice: Valentino Rossi and Casey Stoner.



CLASSIFICATION & CHAMPIONSHIP

MotoGP RESULT

Riders		
1	Marc Marquez, SPA	Honda
2	Valentino Rossi, ITA	Yamaha
3	Dani Pedrosa, SPA	Honda
4	Andrea Dovizioso, ITA	Ducati
5	Cal Crutchlow, GBR	Ducati

FINAL MotoGP CHAMPIONSHIP

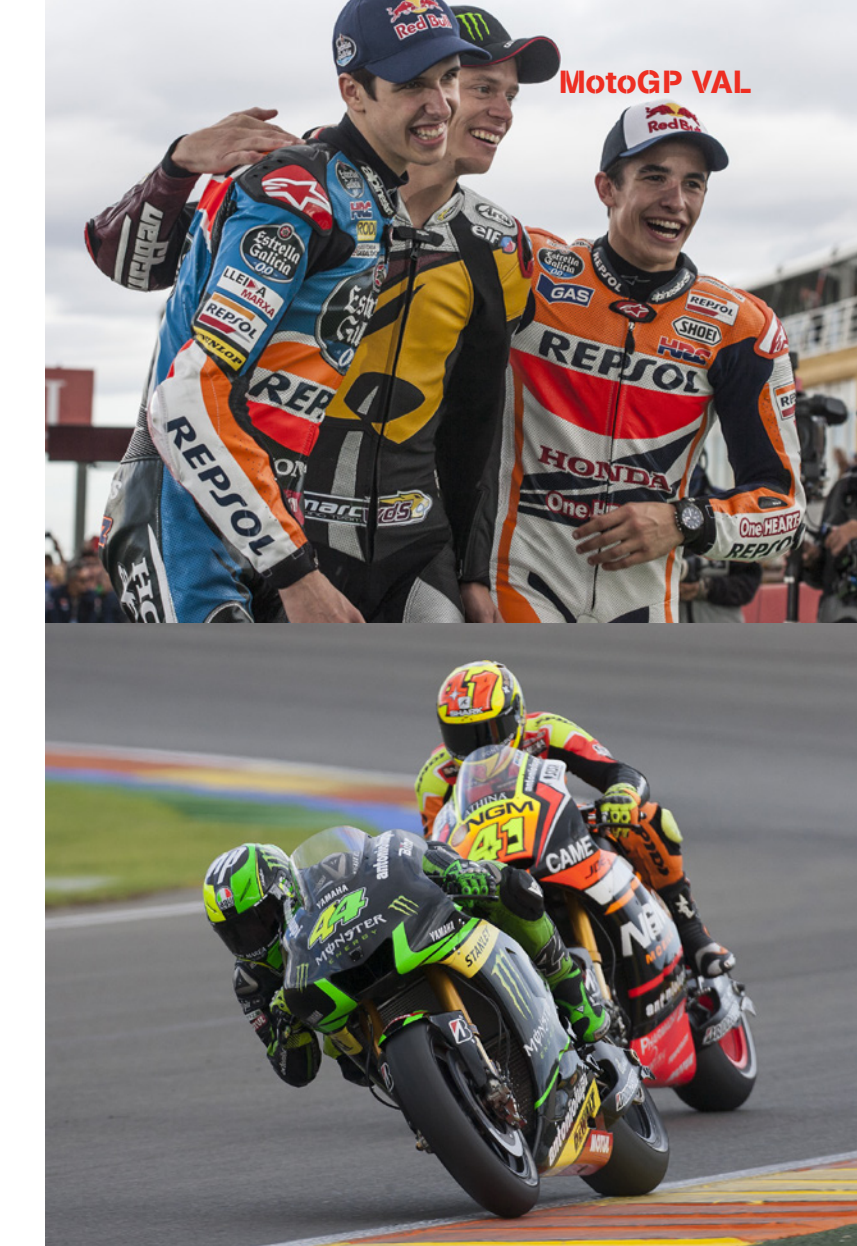
Riders	Points
1 Marc Marquez (c)	362
2 Valentino Rossi	295
3 Jorge Lorenzo	263
4 Dani Pedrosa	246
5 Andrea Dovizioso	187

Moto2 RESULT

Riders		
1	Thomas Luthi, SUI	Suter
2	Esteve Rabat, SPA	Kalex
3	Johann Zarco, FRA	Cat. Suter
4	Luis Salom, SPA	Kalex
5	Xavier Simeon, BEL	Suter

FINAL Moto2 CHAMPIONSHIP

Riders	Points
1 Esteve Rabat (c)	346
2 Mika Kallio	289
3 Maverick Viñales	274
4 Thomas Luthi	194
5 Dominique Aegerter	172



MotoGP VAL

Moto3 RESULT

Riders		
1	Jack Miller, AUS	KTM
2	Isaac Viñales, SPA	KTM
3	Alex Marquez, SPA	Honda
4	Danny Kent, GBR	Husqvarna
5	Alex Rins, SPA	Honda

FINAL Moto3 CHAMPIONSHIP

Riders	Points
1 Alex Marquez (c)	278
2 Jack Miller	276
3 Alex Rins	237
4 Efren Vazquez	222
5 Romano Fenati	176

WARNING!

- » Always ride carefully and observe the applicable road traffic regulations!
- » Always wear appropriate protective clothing and never ride without a helmet!
- » All illustrated riding scenes were performed without exception by professionals on closed roads!

» MAKE NO ATTEMPT TO EMULATE THE RIDING SCENES SHOWN!



READY TO RACE
» www.ktm.com



STYLE RACER

Bring racetrack style to the streets. With its clean lines, the new KTM RC 390 shows clearly how much performance it has to offer. Its muscular and agile attitude is designed for attack. Fully faired, it exploits every aerodynamic advantage. The KTM RC 390 is high-tech packed into a hot design with perfect workmanship.

- » Water-cooled 373.2 cc DOHC engine
- » 44 hp (32 kW) of power / 35 Nm max. torque
- » Extremely sporty power-to-weight ratio
- » Aerodynamically optimum fairing
- » Racing geometry

INCLUDING
STANDARD
ABS



A2 Suitable for A2
driving licence!



facebook.ktm.com

KTM

The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photos: R. Schedl, H. Mitterbauer

www.kiska.com



THE GOOD STUFF...

By Gavin Emmett

It's strange to look back on a MotoGP campaign where the World Champion has set new records for the number of victories and pole positions and claim that it has been a classic but that's what I intend to do. 2014 is a racing year I'll definitely look back on fondly, even if it doesn't quite rank up there with 2006, definitely my all-time favourite season for twists and turns.

Marc Marquez ultimately retained the crown he had won in the final race of 2013 with relative ease, but it would be unfair to say that he wasn't forced to overcome a variety of obstacles on the way. Early in the championship I will agree that his rivals didn't put up as much of a fight as they would later in the year; Lorenzo crashed out at Qatar and then inexplicably jumped the start in Austin, whilst Rossi was struggling to make the tyres work as he came home eighth in Texas and fourth in Argentina.

Pedrosa was a regular thorn in the side although Marquez consistently had the edge over his team-mate - and the rest of the field - by pushing the boundaries race after race. It wasn't just his aggressive corner entry and full-blooded use of the throttle, spectacular as that was, but he tried things others hadn't before like taking three runs during qualifying to sneak pole in Jerez, using his second machine without hint of discomfort or unfamiliarity.

The first big challenge to his superiority came in Barcelona as both Rossi and Pedrosa looked well capable of bettering the champ after he had

suffered a first crash of the year in practice. Despite swapping paint with the pair of them, still he came out on top.

The weather was his next opponent in the Netherlands, where he demonstrated the confidence to ride beyond the parameters set by the slippery surface in qualifying to recover to a front row start. He was able to ignore the hail that fell moments before the race to then literally leap onto his spare bike in a mid-race switchover before passing Dovizioso for victory.

He triumphed after starting from pitlane in Germany, and once his winning run had come to a screeching halt in Brno, scrapped his way to an eleventh success at Silverstone. There was no sign of a hangover from the disappointment in the Czech Republic, although he did stumble rather than stride over the line following disasters in Misano and Aragon.

He won just three of the last eight races; perhaps not so sweet for him and Honda but great news for us. Yamaha came back into the equation on a regular basis, and with a long winter of testing to come, it means that we can look forward to what promises to be the tightest championship of the decade yet... unless Marc has his say again.

At the age of 21 Marquez is already the ninth most succesful rider in Grand Prix with 45 victories. He has taken 19 in two seasons (36 races) of MotoGP and has the same total as Barry Sheene...





WHAT MAKES THE WORLD GO ROUND

By David Emmett

There is a joke in racing which is probably as old as motorsport itself: 'How do you make a small fortune in racing? Start with a large one.' For as long as motorcycles have been raced, men, women and companies have spent vast amounts of money to go fractionally faster than the next guy. It is as pointless and expensive as it is exhilarating and absorbing.

Over the past fifteen or so years, motorcycle racing has learned some very hard lessons in this respect. Declining viewership and interest from manufacturers saw the 500cc Grand Prix class switch to four strokes, and be rechristened as MotoGP. That saw an explosion in participation, with six major brands involved, instead of the previous three. As the level of competition grew, and especially as Honda and Yamaha drove each other to ever greater heights of performance, those factories fell away one by one, until by 2012, only three remained, and one of those surviving only to an extremely munificent sponsor.

Parallel with the rising costs, sponsorship dropped. The first and biggest blow was the disappearance of tobacco, finally outlawed by international legislation. The tobacco sponsors took their marketing expertise with them, leaving the teams bereft of both money and the know-how and skills to raise it by finding other sponsors to replace the departing cigarette brands. Two years later, at the end of 2008, the global financial crisis hit, bringing the sport perilously close to collapse. Kawasaki announced they were pulling out, and only threats of legal action saw the factory continue with a bare-bones one-rider team, Marco Melandri riding a Kawasaki rebranded as a Hayate. Even Honda came within a single meeting of the board of executives of pulling out. MotoGP survived the withdrawal of Kawasaki well enough, but would it have survived the exit of Honda? Certainly not in 2009.

The global financial crisis was particularly hard on MotoGP. After the tobacco firms went the mainly Spanish teams turned to their home market for sponsors. At the time, all the money was in construction, and a number of major builders and holiday home companies stepped into the fray. But the Spanish housing market turned out to be one of the worst financial bubbles in recent history, bankrupting companies and causing even those who survived to drastically rein in costs. Ending the end of tobacco sponsorship had been tough, this felt like kicking the teams when they were down.

The response of Dorna (the Spanish rights holder which runs the series) and IRTA (the organisation which represents the teams) was simple: with the money gone, they had no option but to slash costs. A whole host of measures were rushed through. The 250cc class was abandoned, replaced by Moto2, featuring cheap production engines in bespoke chassis. Friday morning practice was abandoned, sessions reduced from four to three. Technologies were banned, including dual clutch transmissions, GPS mapping, variable valve technology, and many others. Testing was severely limited, and the number of engines that each rider could use was restricted. A rule was introduced barring MotoGP rookies from going straight to a factory team, in the hope that a big name rider could help a satellite team attract more sponsorship.

Did it work? That is not an easy question to answer. In the short term, some of the rules saved money, which was then diverted into other areas. The rules restricting the number of engines did have a positive effect in one aspect. In 2007, when Honda was still using metal valve springs instead of the pneumatic valves being employed by their rivals, the top end of an RC212V was being serviced every 300 km. That meant flying two



engines for each rider back to Japan, where HRC staff would replace the valve springs and give the rest of the engine the once over.

Engine limits meant transporting engines back to Japan for servicing once every six races, rather than two every race, a major reduction in freight costs. Unfortunately, to achieve the necessary tripling of engine reliability, a new engine needed to be designed. Yamaha went through nine different engine designs before finding one that could last the necessary 1500km. In the quest to reduce costs, the short-term effect had required a massive investment. In the long term, the manufacturers have earned their investment back many times, through the research and development pay-off from that rule.

The ban on dual clutches worked out less well. To get around the prohibition on dual clutch technology, Honda developed a seamless gearbox, duplicating the functionality at much greater expense. The additional cost of a seamless gearbox was 650,000, on top of the 3 million price of a satellite RC213V. Meanwhile, dual clutch transmissions are becoming ubiquitous on production bikes, the costs low enough for consumers to be able to afford them and barely notice the difference. Honda's seamless gearbox forced Yamaha to follow suit and design their own, while Ducati took the cheaper option of buying in existing equipment. This is technology that will almost certainly never see its way onto a road bike, requiring constant servicing to keep it working. Its only value has been in training engineers.

Cutting costs has proven to be a tough nut to crack. Perhaps that is because using the technical regulations is not as predictable as rule makers like to think. Engineers tend to think of restrictions not as an end point, but as a challenge to be confronted. If one avenue of investigation

is closed off by the rulebook engineers simply redouble their efforts to search for an alternative method to achieve the same goal. That alternative method is usually highly innovative, and exceptionally expensive, entirely negating the object of the rule in the first place.

The problem with cost cutting was put very succinctly by Livio Suppo at a press conference at Valencia. "To speak about competition and cost reduction is a big mistake," the Honda team principal told us. He had learned from former Ducati Corse boss Filippo Preziosi that regulation was not the way to reduce spending by the factories. "Filippo told me that cost is not related to the rules, but to interest." In other words, if companies wanted to spend money, they would. Several years ago, I visited Ilmor, after the factory had dabbled in MotoGP. Managing Director Steve Miller put it even more clearly: "Manufacturers will spend whatever budget they can get their hands on." If a factory has a racing budget of, say 70 million, they are going to spend every last penny of it. If the rules prevent them from spending it in one area, they will find a way to spend it elsewhere.

The real solution is to control the budget of each team but policing this is more complicated and difficult than ensuring that technical regulations are being followed. Policing technical rules requires a handful of well-trained engineers, individuals who are paid well enough to make a comfortable living. Policing the spending of a manufacturer needs the services of an army of forensic accountants, an occupation that is handsomely rewarded. The real solution to cutting costs is to limit spending. The irony is that Dorna can't afford to police this.

KTM HAVE SQUARELY AIMED AT SOME MISCHIEVOUS FUN WITH THE **RC390**. ROLAND BROWN COUNTED OFF A FEW YEARS TO TAKE THE AUSTRIAN'S LATEST SPEEDY SPORTSTER FOR A BLAST AND WAS AGAIN IMPRESSED WITH MATTIGHOFEN'S OUTPUT. READ ON TO FIND OUT WHY AND HOW...

A KICK FOR HEDONISM

By Roland Brown
Photos by Alessio Barbanti and Marco Campelli



KTM RC390



Given that KTM's slogan Ready to Race sums up the Austrian firm's focus on performance, the introduction of a 375cc sports bike has been inevitable ever since last year's launch of the naked 390 Duke. And although the RC390 is a roadster aimed at relatively inexperienced riders, in some ways its design is as finely targeted as any racebike's.

This RC follows the Duke in having being created for sale in all KTM's markets worldwide, but its power and weight figures were honed to suit European licencing laws. Its maximum output of 44bhp and 147kg dry weight figure mean it just sneaks within the limits of power, weight and power-to-weight ratio for the A2 class, allowing it to be ridden from the age of 19.

That engine is a relatively simple but refined dohc, four-valve single that was designed to be compact because it bolts into a chassis whose basic layout is shared with 125 and 200cc models. The tubular steel trellis frame looks very similar to the Duke's but incorporates a few key differences, including a steeper headstock for sportier handling.

A more aggressive riding position also contributes to that change, as the lower bars pull the rider further forward to put more weight over the front wheel. The footrests are slightly more rearset, and the seat is 20mm higher at 820mm. The lightweight single is manoeuvrable, and despite being very tall I wasn't particularly cramped, so it's a good compromise.





The RC is an attractive little bike, with typically sharp and KTM-like lines all the way from the beaky fairing nose, with its pair of small headlights, to the tip of the seat unit. This looks like a solo seat and at a glance could almost be straight off a racebike. But the rear section is actually a pillion seat, made from a blend of rubber and foam, and complete with hand-holds below.

The race-piped RCs that compete in the ADAC Junior Cup series in Germany doubtless sound good, too, but the standard model came to life with a disappointingly muted chuntering. Nor did it feel remotely aggressive as I set off on the launch route near Modena in northern Italy. Throttle response was pleasingly precise but very gentle, with not much doing until about 5000rpm.

When we reached the open road the RC was much more lively, pulling harder above that five-grand figure. Equally importantly it was very happy to rev, staying impressively smooth, thanks to the engine's balancer shaft, until the change-up light flashed at about 9000rpm. On a short stretch of autostrada it sat effortlessly at 85mph, feeling utterly untroubled. With a clear run it would just about crack the ton.



TEST

Handling was excellent: light and responsive yet stable, helped by the rigidity of the frame and swing-arm. The rear end felt slightly vague in a few bends, because there's lots of travel and the WP unit's dual-rate spring is initially quite soft. But the non-adjustable damping level is about right, and the generous travel doubtless contributed to the thin seat still being reasonably comfortable after several hours' riding.

The RC was great fun on the compact Modena track, too. The single picked up speed rather than charged down the short straights, occasionally hesitating when I struggled to get my boot under the slightly short gearlever to change up exiting some turns.

The little bike's agility and light weight made it brilliantly easy to throw around, especially through the circuit's two slow-speed chicanes. I was impressed by the WP forks, which gave an excellent steering feel. The shock worked well, too, once I'd added a couple of turns of preload, the only tuning option, to suit my height and weight. I was slightly disappointed by the front brake blend of single 300mm disc and four-pot radial Bybre (Brembo's subsidiary in India) caliper. But it's hard to complain too much, given that it incorporates ABS that worked well even on the track. I also had no complaints about the Metzeler tyres, which were well up to track use, although a couple of riders slid off after losing the front end at slow speed.



KTM RC390





***“ANYONE RIDING ONE OF THESE BIKES AT
19 IS A SERIOUSLY LUCKY TEENAGER...”***

KTM RC390



You can definitely ride hard and even get into trouble on the RC, but the overriding impression is perhaps of just how much sense it makes. Fuel capacity is hardly generous at 10 litres but the economical single should manage a range of over 100 miles. The mirrors are a bit narrow, and you have to press the dash to toggle its display, but other details are fine. Accessories range from useful rear bags to an Akrapovic slip-on silencer.

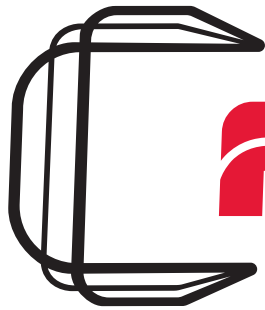
Those would inevitably add to the cost but the KTM's final attraction is its price; roughly ten per cent higher than the 390 Duke's but very competitive with rivals including Honda's CBR500R and Kawasaki's Ninja 300. It's certainly hard to think of a small-bore sports machine that provides a comparable blend of style, performance, handling ability and race-track credibility. Anyone riding one of these bikes at 19 is a seriously lucky teenager.



KTM RC390



KNEE PROTECTION REDEFINED!



FRAME

KNEE BRACE



IntelliLink
HINGE SYSTEM

CARBON
Construction

IMPACT TESTED
& CE CERTIFIED

VISIT OUR WEBSITE FOR
MORE INFO
CLICK HERE





SCOTT REDDING

THINGS LOOKING UP

A THIRD INTERVIEW IN THE SPACE OF ALMOST TWO YEARS CONTINUES TO CHART THE PROGRESS AND STORIES OF BRITAIN'S SCOTT REDDING AS HE CLIMBS THE MOTOGP TOTEM. HERE THE NEW (OR RETURNING) ESTRELLA GALICIA MARC VDS RIDER TALKS ABOUT FINDING HIS PLACE IN THE PREMIER CLASS FOR THE FIRST TIME

By Adam Wheeler, Photos by Martin Heath/Estrella Galicia Marc VDS

The provision of the Open class Honda for 2014 seemed like an ideal way to flesh out the MotoGP grid; a cheaper, standardised version of the title-winning machine that would not be a million miles away from the factory bikes. Slap some talent onboard like former world champion Nicky Hayden and the likes of Britain's most exciting emerging racing talent, Scott Redding, and the premier class would be all the richer for the extra presence. It worked on TV screens and on results sheets. But what did an athlete like Redding, 24 years old (25 in January) and wading through his first year in the 1000cc field really think of his option?

The reality is that 2014 was a frustrating experience for '45'. Handicapped by the limitations of the customer RCV in its maiden term he went from a Moto2 race winner and title contender to a rider hoping to near the exhaust fumes of satellite bike-saddled competitors and reach the top ten in front of the small group on similar technology. A 'veteran' of 117 Grands Prix and with a shelf weighed by sixteen podium trophies (four wins) and aching space for more, Redding breached the top seven on two occasions. He missed the points only twice all year and his final championship position of 12th was quietly impressive (in their first seasons Cal Crutchlow did the same, Bradley Smith managed 10th and James Toseland was 11th in 2008). It was a solid basis to jump on a works RCV and from within the VDS set-up where it all started to go so well for him in 2012...

Throughout 2014 was there one area or one moment where you were satisfied and thought 'I've done a good job'?

It is difficult. I don't think I excelled like I could have done due to the bike and other things around. I feel like the work I have done is good and will be good for next year but I believe I have been held back a bit. With a factory bike we could have had some really good finishes

this year. I've adapted my style a little bit and I feel I can take this with me but apart from that...not a lot. Next year will be different brakes, suspension, bikes and electronics; it will be like starting again but I know a little bit where to go.

Were you riding as well as you were last year when you were pushing for Moto2 wins every week?

In the beginning I was a bit sceptical and unsure. I was a bit worried if I could come back to that level...but I feel like I have. It depended a bit on who I was [racing] against. I was with Nicky and Hiroshi but how good were they? Until next year I won't know. I still think I am on a good level to beat those guys and to get a factory Honda I guess I am doing pretty well.

I know you went into MotoGP with your eyes wide open but was it tricky going from title contender one minute to having to be happy with seventh or eighth...?

That's the hardest thing for me. Motivation. You are working harder or just as hard as the guys finishing in the top six but finishing in twelfth or thirteenth is almost like 'what's the point?'. I go racing to try and win but I know I cannot. It was impossible. It kinda defeats the object for me but I had to pull through the season and learn what I could learn.

The Open bikes cure some of the issues around the MotoGP grid but people forget about you guys that have to ride them and have to deliver...

Yeah and that's the problem. For someone like Aleix Espargaro who can mix at the front on what he has then it is acceptable. We are not even close with this machinery. If I knew it would be like this then I would have stayed another year in Moto2 and fought for the championship again. We were told that the bike would be 0.3 of a second off and it wasn't. At Qatar on the main straight it was 0.6. How can you compare?

SCOTT REDDING





It must have been hard then watching Tito and Mika dominate in Moto2 this year...

I think we would have had a chance again at the title. I would have had the motivation and could have kept the [personal] weight down. I'd have had the team behind me and a second attempt. Every year I have gotten better and better. I would have been in contention and fighting for it. I beat Mika a lot last year and also Tito. Guys don't take massive steps during a season there are only small percentages you can improve in a short time.

Did you notice the difference in the playing field coming to MotoGP?

Yeah, Hiroshi, Nicky and Alvaro have won titles and I was battling with those guys during the practices and the races weekend-in weekend-out. When you come to this level you just find the best of the best and if you give any of them a competitive bike then they will be competitive so a lot of it comes down to machinery. I

can see why the guys on satellite bikes want factory bikes because it means being one step closer.

Personally do you think you did what you needed to during the winter? You didn't get half way through the race at Qatar and think 'this is tougher than I thought...'

Actually, not really. I prepared myself well. I had broken my wrist so I went into the off-season quite weak but I built my strength back up. After Qatar I thought 'that was quite easy'. I always felt this year that in the middle of the race the guys slow down.

Really...?

But then they go hard in the last few laps and that was something I had to adapt to; to picking up the pace again in the final five laps. At some tracks it was hard [to ride the bike] but I had to use the bigger front disc because I didn't the power with the 320 so I had to use

the 340. Sometimes I felt I had to put more effort in to get to the same level but I was happy to do that. I'm happy with the way I approached the year and for next season I need to have the same strength but try and reduce the weight a bit more again.

Did you expect those changes in pace during the race?

Not really but it comes down to electronics. I learnt that I would always be the first Open Honda at the start of the race but then they'd start coming and coming and there was nothing I could do about it. For me it is a big gamble to start off slow and come back fast. The gap could get too big and you cannot catch it. I've learnt to pace myself. At Phillip Island I made a mistake and lost three seconds but then I ended up being three seconds ahead of the next Open Honda but it was because I built my pace up. It is something that shouldn't really work but it does. Little details make a big difference in MotoGP.

Do you have the feeling that you've traded a year without much success for one of learning?

I don't know to be honest. I feel that I thrive off pressure. If you cannot handle pressure then you should not be racing at this level. I would have preferred to have taken a factory bike and made the gamble. At least then I would have had the opportunity to make the results that I wanted. If I could not do it then I would have known...instead of dragging it out for a year. I am almost burning myself out because I say to the guys in the team I want to 'go'. I use the hard tyres because I want to race with them but it ends up being pointless. In Australia I was racing with Barbera and Bautista and I was pulling away but when we came to the straight the gap would just disappear. I'd keep pushing and pushing but I'm kinda of banging my head against the wall. I might as well just drop back and beat the rest of the Open Honda guys. I guess the season has given me the fighting spirit that I'll need for next year and will make me a better rider.





"FROM 125 TO MOTO2 WAS A STEP AND AFTER A FEW LAPS YOU KINDA HAD IT UNDER CONTROL BUT EVEN WITH THE OPEN BIKE AT SOME TRACKS IT WAS LIKE 'FK!...'"**

SCOTT REDDING



So you had the feeling you were walking in treacle this year...even though it was perhaps a step you had to make...

At the beginning of the year I thought 'not a bad move'. There was not much in the way of expectation and I could take it easy coming back from a broken wrist – which was the first time I had broken a bone in my body. It was all new to me...but after a few races I thought 'f**k, I need more'. I was told I could ride the factory bike at this test or that test but it never happened. I felt that if they let me ride it at least once then I could show my potential because I was hanging with Bautista every weekend. I kept thinking 'what I could do with that thing...'.

It was a drawn out summer period when it came to sorting out the deal for 2015...

It was annoying! Every question every journo – or every person – asked me was about what I'd be doing next year. If I knew, then I would have said! I don't think the team went the best way about it because they were just holding me out and holding me out and it came down to money at the end of the day, which for me was the wrong way to go about things. I want to go out and do my job and do it right. These guys could not give what I needed to do the job properly so I had to look elsewhere. The contract was to have a factory Honda. If they couldn't get it then it should have been a situation where they leased me or let me go but that didn't happen, they held me and wanted to get every little thing. It was hard because when you have problems like that you don't want to go racing for the team. If they are going to make your life hard then why should you go out and compete for them. I knew deep inside that what we were doing was the right thing. I trusted the guys around me that we had made the right decision and we'd get it sorted.

The final conversation with Michael [Bartholomew, his manager] and to go with VDS...was that a relief?

It was still a bit up-and-down. It was set to happen and then Marc [Van Der Straten] had

second thoughts for a while and it was like 'OK, what do we do now?' We had kept our options open and had a call from Ducati who wanted to sign right away. It was all 'now, now, now'. They gave us time but then pushed hard for an answer. We said 'no' and that was the day after Marc had said 'I don't know' but he kept to word about what he really wanted to do and I believe that we'll have the best package for me next year.

Still, for a day or two afterwards it must have felt like knowing what big present was under the tree for Christmas...

It wasn't like a major shock or surprise. It was what I came here for – especially going through this year – and that was to get that [factory] bike one way or another. To know I was getting it felt like another small achievement because I was prepared to go this way, that way or another way to land the machinery. We didn't get it with this team [Gresini] but we got it through another. Like I said to my manager whichever way you look at it we achieved a goal. Next year I really need to show them. I feel that people still have some disbelief in me. I know I will have to deliver. When I have a choice, I do better: if someone says 'you have to win this race' it doesn't work. If they say 'here is the best bike, best team and you have the chance to win races or get on the podium' then the choice is down to me and it is up to me to work hard and make it happen and I think this is why it will work with the VDS team.

You must feel content about heading back to a team set-up and environment that you know...

Don't get me wrong the guys I have worked with every day at Gresini this year have been great. I couldn't have asked for a better crew because they have all been good to me. We had a couple of little problems but nothing big and I was happy. I do think I will go back to an environment where I am wanted in VDS. They want to win with me and they are a team that push hard to win and that's what I want behind me. Whenever I go there I feel that atmosphere and it's what I need for that last bit of drive.



www.motor-racing.tv/marcvds/bike/

On Monday what are you expecting at the first 2015 test?

I'm excited but nervous. I don't want to get on it [the factory bike] and go 'oh shit, it's not that much different to the bike I had'. I don't think that will be the case and I'm keen to see how much of an advantage the guys might have had had or did not have this year. I'm looking forward to going back on Ohlins and Brembo and to what I've always had and to see how everything gels. I'll be using Alvaro's bike. It is not what we'll be using next year but it is good enough to get a feel for things.

A new crew chief as well...

I met Chris [Pike] for the first time face-to-face this weekend. I was late for the Rider's Briefing actually because I was just chatting away and shooting-the-shit. We seem to get on well and he seems quite straight with his answers...a bit like I was used to with Pete [Benson, Crew

Chief at Marc VDS]. My first feeling was quite good. Valentino [Rossi] took a guy from Superbike and it seemed to go quite well and there is no reason that Chris cannot do the same. He is motivated and it looks like he cannot wait to get out there and put it together.

Will factory status change your workload a little bit?

I don't know...we have different rules, different electronics, different tyres, less fuel and I think we will be quite high up the ladder for getting new parts. For me this year has been like being in a Moto2 team but with a MotoGP bike – nothing special – next year I'll be in a one man team with an electronics guy and a guy for this and that. It will be different learning how things go in the beginning.



FEATURE



Jumping on a MotoGP bike for the first time how did it feel?

I'm not going to lie; it was pretty scary. My first experience was on the factory Ducati at Mugello [in 2012]. Some guys loved it, I loved it but in the beginning I shit my pants. I won't lie about it! It took me four or five laps to actually get into sixth gear. It took me maybe ten laps to get over the crest at the end of the straight at Mugello at full throttle. It was just a wild machine, a beast. When I came to the Open Honda it was fast but not so fast. It was more controllable. From 125 to Moto2 was a step and after a few laps you kinda had it under control but even with the Open bike at some tracks it was like 'f**k!' At a narrow place like Phillip Island you have speed but you don't realise how much until it starts going wrong. I had a couple of moments this year where I shot on, gone a bit too hot into a corner and you don't take the pace in until you stand it up and you're going straight. You are 'holy shit I have so much speed'. Normally things start to slow down on the track...but with this thing it doesn't. Only in the last couple of races has it started to slow for me. I remember those first days on the Ducati though and it was an animal. I'd come out of corners holding on for dear-life basically. When I finished I was f**ked; legs, back arms. I was nervous as well so I was holding on quite hard. Basically it was sheer power and to fully explain the sensation is almost 'unwordable'. It is not even close to a 1000cc streetbike or superbike. I rode a endurance BMW and I thought that was fast but that Ducati was something else. The way it comes out of the corner is unbelievable. Coming down the straight you'd count '1-2' and you'd be at the end. You are trying to fight the front down at second, third, fourth and fifth gear wheelieing all the way, then you are suddenly on the brakes. Sometimes the front would be off the ground along the whole straight and you'd be like 'man, I have to get it down to brake'. Very enjoyable and very exciting.

You could put that Moto2 bike where you wanted, slide it around and spin it up. Did you get the same feeling or control this time?

I was trying to ride like that in the beginning but I couldn't do it and I only found out in the last few races that this was because it was coming from the soft tyre. I couldn't get loose or slide the rear. If you watch Marquez then he was getting really loose but we couldn't really get like that with the soft option because there was too much grip. So I was using the hard tyre but then we needed more power. Next year I hope it will come back into my hands more. In Moto2 I had it under control and this bike is not too bad but it always feels a bit different with the brakes and suspension and there is not a lot of consistency. On this bike it is not just about being smooth it is about anti-wheelie, electronics, the brakes, the tyres, the compounds, the sizes; so many things in such a short amount of time in the practice to work out.

Lastly is being in MotoGP what you expected it to be off the track? More profile, press and attention? Are you still getting around in the camper?

I still have the camper going and I quite like it. I'm still myself. At the circuit things changed a bit because more people recognise you, so you cannot just walk around. It gets a bit frustrating not being able to walk around! More press...but I guess next year I'll see the real side of it because this season I've been the underdog.





NO SHO

—
It's not just what you see the moment you need to be at your best, it's that you were passionate enough to spend years of moments chewing up dirt to get there.



RT CUTS

WARNING!

- » Always ride carefully and observe the applicable road traffic regulations!
- » Always wear appropriate protective clothing and never ride without a helmet!
- » All illustrated riding scenes were performed without exception by professionals on closed roads!

» MAKE NO ATTEMPT TO EMULATE THE RIDING SCENES SHOWN!



READY TO RACE

» www.ktm.com



STYLE RACER

Bring racetrack style to the streets. With its clean lines, the new KTM RC 390 shows clearly how much performance it has to offer. Its muscular and agile attitude is designed for attack. Fully faired, it exploits every aerodynamic advantage. The KTM RC 390 is high-tech packed into a hot design with perfect workmanship.

- » Water-cooled 373.2 cc DOHC engine
- » 44 hp (32 kW) of power / 35 Nm max. torque
- » Extremely sporty power-to-weight ratio
- » Aerodynamically optimum fairing
- » Racing geometry

INCLUDING
STANDARD
ABS



A2 Suitable for A2
driving licence!



facebook.ktm.com

KTM

The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

Photos: R. Schedl, H. Mitterhauer

www.kiska.com

THE SURPRISE MOVE...

By Adam Wheeler



KTM threw a big card onto the increasingly valuable MXGP deck over a week ago by tying the most sought-after off-road racing athlete to a new two year deal. It was surprising news. Last weekend at the Valencia MotoGP KTM Sport Director Pit Beirer admitted that Jeffrey Herlings had already received approaches from other manufacturers for his services; at least six months before budgets are likely to be gauged or confirmed for 2016. This wasn't surprising.

The combination of fearless riding ability, relentless hard work, a mysterious and ridiculous level of determination and a hefty amount of experience of winning races by his twentieth birthday means that Herlings is a formidable package. Any brand or company keen on exposure through racing would want to tie the Dutchman to a deal for as long as possible, but few would be able to afford it. Herlings knew he had the pick of the bunch. I'm having a decent guess at saying that he also knew his highest market worth as Honda, Suzuki and Kawasaki/Monster would have been the keenest outside of KTM and Red Bull's own hefty interest.

"I knew I had pressure from other people wanting Jeffrey and I was ready when he wanted to talk," said Beirer. "It took us two hours on a Wednesday afternoon to sort it. He did his own deal and he definitely did not make it easy for me! It was a pleasure. He is a fighter on the track but he is also one in the office! It was refreshing to have made that kind of deal."

Herlings has made a smart move. Not only can he plan his career calmly over the next twenty-four months but he can also forget about any distractions during the 2015 campaign when the bidding and meeting process for his contract would have dominated talk in the paddock and

been the source of various stories in the press. There is little doubt that the deal must be lucrative (although nobody knows yet if the Dutchman went for a 'win-or-bust' arrangement like he allegedly had for 2014) but the open nature of the agreement is also crucial. He is tied to the factory team(s) for 2016 and 2017 but in theory should be able to ride what he wants and where he wants.

I think it is one of the most important contracts in recent MXGP history. It cements Red Bull KTM as a continued force as Tony Cairoli, 29 years old, starts to nudge near the twilight of his career after eleven seasons in Grand Prix. While there is other outstanding talent in MXGP (and Honda would do extremely well to keep Tim Gajser in red for as long as possible) and an influx coming through all the time – such is the evolution in racing and sport – Herlings is the only other world champion apart from David Philippaerts (31 years old next month) and Tyla Rattray (29 this week) in service. For all his merits Herlings can still learn, especially on his limits and the perils of physical problems for the overall bigger picture of championship success. I think there is still more potential there and he can afford to get even stronger when he switches to the bigger bike.

Herlings carries a veil of the invincible in MX2 and it is not hard to imagine that power stretching into the premier class. He will meet sterner competition and it will be fascinating to see how he mentally deals with being outclassed or out-matched on occasions; predicaments he hasn't faced too frequently in the past three years. In a positive sense Herlings is a massive firework just waiting to be lit in the MXGP category when he inevitably makes the move for 2016 and vitally for KTM he will be streaking skyward with an orange trail.



“IT’S ABOUT TIME.”

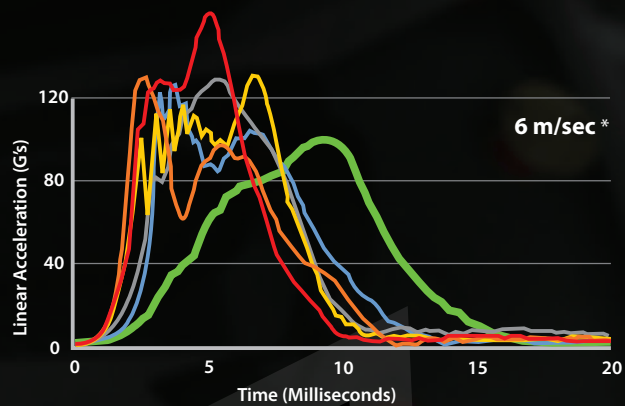
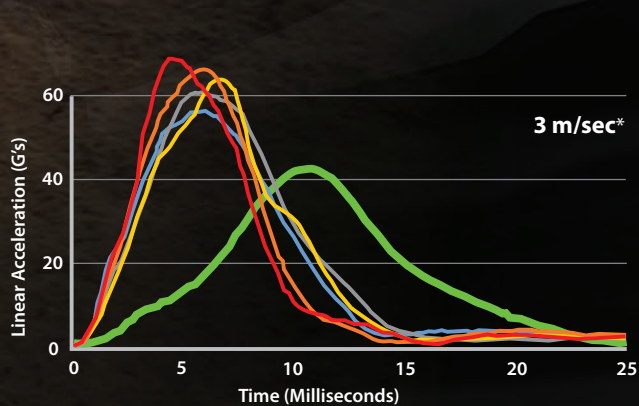
- STEFAN EVERTS
10X MX WORLD CHAMPION

Time is the single most beneficial component of reducing the severity and magnitude of any impact. 6D's™ exclusive ODS adds time and reduces energy transfer to the brain by providing 3-dimensional displacement of the inner EPS. No other helmet does this. It's that simple. Learn more at 6Dhelmets.com **SUSPENSION FOR YOUR HEAD**



Exceeds: US DOT FMVSS 218 (United States) / ECE 22.05 (47 Countries World-Wide) AS 1698 (Australia)

*Linear acceleration/time on angular anvil test



6D ■ The Competition ■ ■ ■ ■ ■

Omni-Directional Suspension™ (ODS™)
 er helmet technology has this capability.

(Australia) / ACU (United Kingdom)



Advanced Impact Defense™



HERLINGS TALKS NEW DEAL

KTM caught the MXGP community off-guard last week thanks to their announcement of a new two year contract with double MX2 World Champion Jeffrey Herlings. The 20 year old Dutchman will compete in the MX2 class again in 2015 for the factory Red Bull KTM team and reached an agreement to stay orange for 2016 and 2017 to ward off interest from every other manufacturer for his services.

Herlings and KTM Sport Director Pit Beirer completed the paperwork in Austria where the rider is currently resident at the Red Bull rehab facility to help with the final phases of recuperation from the broken femur he sustained in July and which ultimately cost him the 2014 crown by just four points to outgoing teammate Jordi Tixier. We caught up with '84' for an exclusive chat...

So what's the thinking behind a month in Austria?

I want to get 100% in shape and 100% healthy. The appeal is that they have everything I need here; the right people and high quality facilities. I'm doing everything, and that means physio, training, endurance, co-ordination and even psychology. I go from 8-12 and then 2-5 and it is hard work but I feel it is paying off. I've been here three weeks and I'll stay a couple more. It is hard to find this anywhere else to be honest. The people are so professional and have a lot of experience. Everyone was always saying 'come down, you should try it out' and I know a lot of other Red Bull athletes have used the place.

You must be an improvement over the zombie we saw at Mexico for the final GP. When do you think you'll be riding again?

In Mexico I was still sick in the stomach. I was so weak and I did look like a dead person! I lost a lot of kilos and couldn't really do anything. At the moment I'm in good shape and can do whatever I want apart from running. I feel like I can ride already and it would be

without any pain but I'm still going to work and get to 100%. The plan is to get back on the bike around early or mid-December and that should give me a good couple of months before we go to Qatar.

What was the thinking and background behind the new KTM deal? You could have picked anybody and pretty much have named your price...

My contract was due to finish at the end of '15 but I already had the other manufacturers calling me...almost a year beforehand! I've been with KTM since 2009 and I'm really happy there. They gave me a good offer to stay and the decision was quite easy. Maybe I could have made more money with another manufacturer but I don't really care. KTM made me a fair and a good offer.

It seems that you also have the freedom to ride whatever and wherever in 2016 and 2017...

That's the good thing. With our brands like Honda, Kawasaki and Suzuki it would have been an MX1 [sic] deal only but with KTM I have options. It means I can choose whatever I want together with Pit and the team and I'll probably make my decision half way through the [2015] season. Our original plan was 2012, '13, '14 and '15 in MX2 and to win those titles but obviously with the broken leg it didn't turn out like that. For 2016 it is all open. I'm happy where I am.

What is your view on that dramatic last Grand Prix at Leon now, almost two months later...?

When I look back now I think 'what an idiot' to have put my career and health on the line. It was a big risk. The leg was bad enough but to have that virus that caused me to lose twelve kilos...I had no power, no muscles and looked like s**t. You've seen me before...and you saw me there. It was not the same person... and then to have that half broken leg...but you know what? I almost pulled it off.

WHAT THEY REALLY THINK: MXGP TRACKS

WE TACKLED NECK PROTECTION IN THE FIRST INSTALMENT OF CANVASSING GRAND PRIX RIDER'S OPINIONS ON A GIVEN SUBJECT. NEXT UP WE ASKED 'IF YOU COULD CHANGE SOMETHING ABOUT MXGP TRACKS – OR BE IN CONTROL OF THE DESIGN/ DIGGER - WHAT WOULD YOU DO?' WE MADE SURE TO GRAB WORDS FROM SOME OF THE 'NEW' AND THE 'OLD' SCHOOL AND THE RANGE OF THOUGHTS AND PERSPECTIVES REVEAL JUST HOW TOUGH IT IS TO KEEP A HAPPY MEDIUM...

By Adam Wheeler, Photos by Ray Archer



PHOTO TRACKS

20
Kawasaki
Racing Team
MOTOREX

DUNLOP



Kevin Strijbos, Rockstar Energy Suzuki World MXGP (3rd in MXGP in 2014):

I would build fewer jumps and try to widen tracks in places. Matterley Basin [Great Britain] is a good reference and it is one of the best we have. It is very open and has a mix of fast, open and tight corners. It has big jumps too but they seem to fit together well.

Tim Gajser, Gariboldi Honda (17 year old MX2 factory HRC star in the making):

I would put some more supercross obstacles on the track. Maybe more rhythm sections and triples and mix some different types of jumps.

Shaun Simpson, Hitachi Construction Machinery Revo KTM (2014 British Champion):

I think, on the whole, that we have many amazing tracks that we go to on the GP calendar but you will find two sides to

what people like. There are the natural tracks with hills, natural off cambers and general technical parts created by the lie of the ground and on the other hand you have the 'new build' tracks that are fabricated on mostly flat pieces of land with very similar layouts and jump sections, often making for some bad racing, with little passing opportunities. I would put myself in the category where I like the more 'old school' tracks and find they tend to be more fun and technical, making for better racing and the chance to make passes on multiple parts, rather than just nailing big jumps.

Jeremy Seewer, Rockstar Energy Suzuki Europe (20 year old MX2 works rep for 2015):

I like the tracks at the moment. It is like a new style of motocross and something that you cannot compare to regional or national races.



A GP is something different. If there is one thing I miss a little bit then it is using a more natural use of the ground; quite a few are flat and you cannot beat a place with some up and downhills like Maggiora. It is not possible everywhere and it can go a bit too much towards supercross with the jumps and off-and-on sections.

David Philippaerts, Rider and Manager of DP19 Yamaha Racing (2008 World Champ):

I would change some of the jumps. Sometimes I think they are too close to the corners and we don't have the chance to get much speed. Often after practice and qualification the lines are very rutty or bumpy and this makes the jump complicated. Sometimes the jumps are also a bit crazy. Huge jumps are not 'real' motocross and don't help with overtaking. I have to say

though that preparation of the tracks has been very good this year.

Simpson: I think the main problem of GP tracks is the preparation and watering on the lead-up to and during the weekend. I don't think I have been to one GP in the last few years that has been prepared and watered to a standard that I think the tracks should be. It's a specialist job and would make each and every track better if this was done correctly. It's down to the track crew to get this right. How many races do we go to that are over-watered or dusty all day? A lot. The only time I have seen tracks in good shape is when 'mother nature' has turned up with rain. Mostly everyone thinks that it's going to be a mud bath and it turns out to be excellent.

Seewer: I would say the ground is pretty well prepared across most of the tracks.



Tommy Searle, Red Bull KTM (former MX2 World Championship runner-up):

It is all about the soil. You could have the worst layout but if the soil is good then it can make the track good. I think there needs to be more control over who is watering the tracks and bringing a team of people in to look after it, rather than one person directing a team of Mexicans or Brazilians. I think there are a lot of brilliant tracks but it is just about how they are prepared. The soil is terrible in the Czech Republic and Sweden is the same, just rock. You are riding on stones.

Romain Febvre, Yamaha Factory Racing (3rd in MX2 in 2014):

Spain, this year, that was not a GP track. It was so tight and not good for racing. Brazil and Mexico and some of the new places are amazing. If anything could be changed then I'd like to see wider tracks and more preparation in the days leading up to the GP. It will look better for the fans and the TV if we can have some good battles and racing because we have more options with the track.

Jeremy Van Horebeek, Yamaha Factory Racing (2014 MXGP runner-up):

Difficult one. The tracks are pretty good but sometimes they do stupid things like putting that double jump after the first corner at Maggiora. I think every track should be ripped deep the week before. If I were in charge then I'd put haybales on the insides of corners in the first session and then every time we go out take one away and that would help create lines.

Strijbos: It always has to be about creating more lines and I know the Youthstream guys are trying all the time but it doesn't seem to work sometimes. I would go for slightly faster and longer tracks.

Gajser: It is easier to pass on some tracks compared to others. The State of Goias circuit was great because there were many lines and places on different types of corners. At tracks like Qatar [Losail] it was much harder to overtake. If a corner is off-camber then you are normally only going to have one line. If it was like supercross and had a bank or high berm it would be easier.

Tony Cairoli, Red Bull KTM (MXGP World Champion):

Sometimes they do a good job when it is possible to improve a track...but on most of the tracks in Europe you cannot do much because they are 'old style' and rock-hard. Instead of worrying about changing the track maybe we should change the location.

Philippaerts: When I first started racing GPs we'd go to the Italian Grand Prix and the ground was so hard. Then we'd go somewhere in Holland and we'd find sand. Then we'd go to Spain and it would be hard but also with ruts. Now I feel that the ground is quite similar everywhere. The bikes are so fast now and you can really see it depending on the ground. I remember going to Cingoli and San Marino and you couldn't tell how fast the bikes were because they were at half-gas. We used to have hard-pack specialists and sand specialists and wet specialists, now the riders are strong across the board. Lommel is the stand-out but the rest of the tracks feel like the same because they rip it and put water.



Searle: On some tracks there are too many jumps and small obstacles and sometimes it is like there is a need to put something on every straight. If it was prepped nicely then you wouldn't need that because there would be lines to choose from. It is nice to have variety...but the ground still needs to be sorted.

Cairolì: The ground is so important. On the newer tracks you can do different things and find places to make a difference on the other riders. At the tracks that are thirty-forty years old then the lines are always the same and there are not many options.

Van Horebeek: I think the designs are pretty cool. The jumps can be quite big but this is the sport now. I think we had a 50-50 split between good and bad preparation this season. St Jean was dangerous this year. It would have taken five minutes to fix those landings. It is a small thing but a big deal.

Gajser: Some tracks feel similar but I think that is more to do with the options they have coping with flat ground. It does feel that many tracks have the same elements. There are always waves, table-tops and doubles.

Strijbos: I was happy with most of the tracks this season. I would say St Jean [France] was the worst for me. The [AMA] National tracks are different because of the lines. Somehow they make more than us, maybe because it is on one day and they go full gas from the first of two small practice sessions whereas we have more time and do more laps at a slower speed. They also have waves and plenty of jumps but they have a longer lap and it doesn't feel so tight.

Simpson: I would say that we should embrace the new style of tracks, we need to have a variety of tracks in our series but also respect that the old tracks work well. I would say that some of the changes they have made to tracks like Teutschenthal [Germany] or Uddevalla [Sweden] have not been for the best. They shouldn't try to combine a great old school track with new big jumps. Focus on what makes motocross racing great...and that's racing. I feel that this only can be improved by the preparation of the circuits, making a choice of lines and passing places. I would also encourage more sand-based tracks as these make for great action and we have little of these on the calendar at the moment...although I would say that wouldn't I!





SBK



THE BITTER END



WORLD SUPERBIKE AGAIN WRAPPED WITH A TENSE FINALE. SYLVAIN GUINTOLI EARNED HIS FIRST FIM TITLE WITH TWO CONFIDENT VICTORIES AT LOSAIL BUT THE RACE – AND THE CHAMPIONSHIP FINALE – WAS MIRED BY THE CONTINUING SPAT BETWEEN THE KAWASAKI RIDERS. GRAEME BROWN WAS THERE...

INTERNATIONAL CIRCUIT 2014

SBK™
SUPERBIKE
FIM WORLD



SBK BLOG

T FOR TWO...

By Graeme Brown



The fat lady has sung. It's all over. It was every Championship organiser's dream. The World Champion wouldn't be crowned until the chequered flag fell on the last lap of the last race. The underdog won.

Sylvain Guintoli was crowned the Champion after his first double victory in the series under the floodlights of Qatar. A deserved No.1. I learned at the Awards Presentation that Guintoli was the only rider in the series to score points at every round. His pursuit of Sykes was relentless throughout the year and in the end the small frailties in the Kawasaki machine's arsenal allowed the Aprilia to nose in front.

Sykes was clearly disappointed. And how!

Two of the topics of conversation from earlier in the season jumped right back to the top of the pile in dramatic fashion. Team orders and Twitter.

Obviously I was out on track shooting the action. In Race one Sykes' team-mate Baz set-off like a scolded cat but was quickly reeled in by a hard charging Guintoli who took over the lead at the midway point. Behind, Sykes and Rea scrapped it out for third spot. Now two second placed finishes behind the Aprilia would have seen Sykes retain the Championship. I didn't know at the time but the team apparently signalled to Baz to drop back. The young Frenchman ignored the order and was runner-up. Only a win would do for Sykes in race 2. However, in the post race parc ferme he let his feelings be known about Baz's actions.

In the end two third positions was all Sykes could manage behind Guintoli's double win, losing the Championship by two points. The

DNF in Sepang after the Kawasaki pair had tangled in the second corner came back to haunt them.

By Monday morning tempers were still simmering and the Kawasaki duo entered into a slanging match on Twitter – much to the baying public's delight. As I boarded my flight home in the early hours of Tuesday morning it was still dragging on. Sykes had a point to make and Baz says he had his reasons. However, on this occasion the spat should have taken place in private. I don't think anyone has come out of the situation well.

One man who sat back and relaxed was Sylvain Guintoli. In the company of his wife and family he sounded hoarse as he accepted his trophy on Monday evening. "I lost my voice because I was screaming in my helmet so much on the cool down lap," he said. The Frenchman then never slept. He went back to the hotel and while the family were sleeping he watched the races over again - twice - "with a permanent grin on my face".

Twitter was also awash with praise for Guintoli and clearly his win dispelled the myth – nice guys actually do win championships. He will now take his No.1 plate to the Pata Honda Team. In a kind twist of fate they will have both World Champions in their team as he will pair up with young Supersport winner Michael van der Mark.

So the season is over but the dust isn't really going to settle at all. Testing for next season begins in two weeks at Motorland Aragon and then Jerez where the fresh champions will get to ride their new steeds.

TISSOT 2015

A lavish presentation in a large section of the VIP Village at Valencia on Saturday night saw Tissot introducing their MotoGP watches and special timepieces for ambassadors Nicky Hayden, Thomas Luthi and Stefan Bradl. Special photos and video clips had been prepared for each athlete and their dedicated products as Tissot had clearly pushed out the boat in expansion of their MotoGP link that now stretches to fifteen years. Dorna CEO Carmelo Ezpeleta said: "Tissot bring a lot of passion to the partnership and they improve their products every year. Our agreement with them is something very important to us." Luthi was clearly thrilled with having his own watch: "I've been waiting so long to get my own model and I'm proud to be part of the family." Hayden has been with Tissot for almost ten years and presented President François Thiébaud with a signed lid.

The MotoGP watches come in two versions: **T-Race MotoGP Automatic Chronograph Limited Edition 2015** (with a transparent caseback, special MotoGP box and restricted to 3333 pieces) and then the **T-Race MotoGP Limited Edition 2015** (with a stainless steel case and scratch resistant sapphire crystal face and 8888 set to be made). Only 4999 will be made of the Hayden watch, 2015 of the Bradl and 2112 for Luthi.

For more info check out www.tissot.ch





BACKPAGE

NGM MotoGP girls

by Martin Heath www.martinheathphoto.com







.....

'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Martin Heath MotoGP Photographer www.martinheathphoto.com

Simon Cudby Photographer

Matthew Roberts Television Presenter and WSB correspondent

Gavin Emmett TV commentator/Presenter and MotoGP Reporter

Núria Garcia Cover Design

Gabi Álvarez Web developer

Thanks to: www.mototribu.com

PHOTO CREDITS

Ray Archer, Simon Cudby, Martin Heath, Marc VDS

Cover shot: 2014 Moto3 World Champion by Martin Heath

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.